

CHAPTER 3: MASTER PLAN

A. Master Plan

The Master Plan and Design Standards created for the Northwest Quadrant are a direct response to the project's context and the visions of the community. The Northwest Quadrant community will be a sustainable mixed-use community supporting 773 homes, a neighborhood center with a potential 40,000 sf commercial, and mixed-use areas with up to 70,000 sf of mixed-use commercial.

This project represents a significant long term public investment to achieve the goals outlined by the City and the community. Throughout the process, the City has committed to this project making the City proud of its investment. This project represents an opportunity for the City of Santa Fe to begin to reverse the trend of locals moving out of town to find affordable housing.

This Master Plan demonstrates innovative and forward thinking principles in all of the following categories; Community, Trails and Open Space, Housing, Financing, Sustainability, Mixed Use, Roads and Infrastructure, and the Public Process to develop the plan.

Structuring Elements of the Master Plan
Through the planning process, a number of key frameworks surfaced that served as guiding elements of the plan. These include:

- Community Framework
- Public Space Framework
- Transportation Framework
- Utility + Service Framework
- Management Framework
- Phasing Framework

Project Overview + Purpose

The master plan area is approximately 540 acres in size, out of which approximately 130 acres is envisioned for future development. The remainder of the area is envisioned as natural preserve, open space and a pedestrian trail network.

Although it had been considered for development in previous decades, the City Council proposed moving forward with planning a neighborhood in the Northwest Quadrant of the City with this team in 2007. Because the land is owned by the City of Santa Fe and the Santa Fe School District, it was recognized as a unique opportunity to pursue multiple community goals including an emphasis on creating homes that would be affordable to Santa Fe residents.

In order to meet the goals outlined for the Northwest Quadrant, the Master Plan contains 773 homes with a targeted unit breakdown expressed in the following ranges:

Affordable Homes:	30%-37%
(per Santa Fe Homes Ordinance)	
Step-Up Housing:	30%-40%
(see description p.36)	
Market Rate Homes:	30%-33%
Total:	758 100%
SFPS land:	15
Total + SFPS:	773 units

The development will be a mixed income community with affordable homes and market rate homes evenly distributed throughout the project. Many of the residences will be developed in mixed use areas that will accommodate a variety of land uses along with residences. The structure of the neighborhoods and physical form of the architecture will be regulated by the design standards as set forth in this document.

If the development of the Northwest Quadrant follows the direction outlined in the Master Plan what will the citizens of Santa Fe have gained?

First – a substantial amount of affordable housing and step-up housing on the north side of town that can help re-establish the economic and cultural diversity that is at the heart of the community. Families will be able to live and work near downtown.

Second – an unprecedented development that illustrates sustainability at its core, and throughout all elements of its realization.

Third – a dedication to preserving open space and enhancing recreational opportunities. The benefits of these resources will be evident for the entire region.

Location Description

Within the Northwest Quadrant are two distinct areas which combined equal approximately 540 acres. City Council Resolution 2006-93 dedicated the southern portion (174 acres) to be open space. The Council dedicated the northern portion (366 acres) to be a master planned, mixed income neighborhood with a large amount of affordable homes. The northern portion is bound by Highway 599 to the north, Camino de los Montoyas to the west, Santa Fe Estates (Las Estrellas) to the east, and neighborhoods off of Camino las Crucitas and Alamo Drive to the south.

Land Ownership

Within the northern portion are two tracts of land owned by the Santa Fe School District. An existing MOU between the School District and the City called for the tracts to be master planned with the neighborhoods as a whole, as if the boundaries did not exist.

Santa Fe Public Schools is jointly submitting this Master Plan for approval. The City and the Board of Education have arrived at an agreement on how to develop the land (see *Supporting Documents Volume 1: Public Process*). The agreement calls for the City of Santa Fe to purchase the 15 acre parcel and the District to develop the 25 acre parcel independently in accordance with the guidelines laid out in the Master Plan. The 25 acre parcel has been zoned for 15 market rate units and is not subject to the Santa Fe Homes Ordinance affordability requirements.

To develop the NWQ community, the City Council will make a determination to lease or sell the land to a Master Developer who will develop the property as outlined in the Master Plan and Design Standards. The Master Developer will place the open space preserve in a conservation easement to be maintained by a land trust.

Zoning + Land Use

The current City of Santa Fe zoning map designates the area as R1 zoning, which allows one dwelling unit per acre.

A series of resolutions by the City Council has led to the development of this plan. The 1999 General Plan identified the project area as “Open Space”, which was changed in 2004 by the City Council to a combination of open space, two residential land use designations (low and very low density), and a transitional mixed use area.

Three overlay zones are also in place in the project area: the Ridgeway Subdistrict, the Foothills Subdistrict, and Mountainous and Difficult Terrain.

This Master Plan (see *Figure 3-1: Master Plan*) will create mixed use neighborhoods with varying densities. The master plan sets the land use for the entire Master Plan area and does not change the overlay districts. Proposed land uses include: Neighborhood Center, Transitional Mixed Use, Residential (varying densities) and Open Space.

The proposed zoning designation for the Master Plan is a PRC District (Planned Residential Community). The PRC will be 540 acres and include City owned land and Santa Fe Public School property. The 0.5 acre PNM parcel and the 1 acre residential parcel will not be included in the PRC.

PRC zoning establishes a maximum allowable area of commercial in the neighborhood center based on projected number of residents. The Master Plan is entitled to 40,000 square feet of commercial in the neighborhood center. Mixed-use areas are intended to start out as primarily residential, over time building out to a mix of residential and commercial. A maximum of 70,000 square feet commercial mixed-use will

be allowed within mixed-use areas with a cap of 24,500 square feet on specialty retail uses (35% of allowed mixed-use commercial). Square footage areas of institutional and commercial will be dictated by market forces and determined at the time of development plan application.

The land uses in the Master Plan will have uses as allowed under the PRC. Table 3-1 on the following pages identifies land uses permitted in the Master Plan as compared to uses allowed under current City zoning. In order to create a distinct neighborhood and respect adjacent existing neighborhoods, the Northwest Quadrant Master Plan land use matrix is more restrictive than City Code.

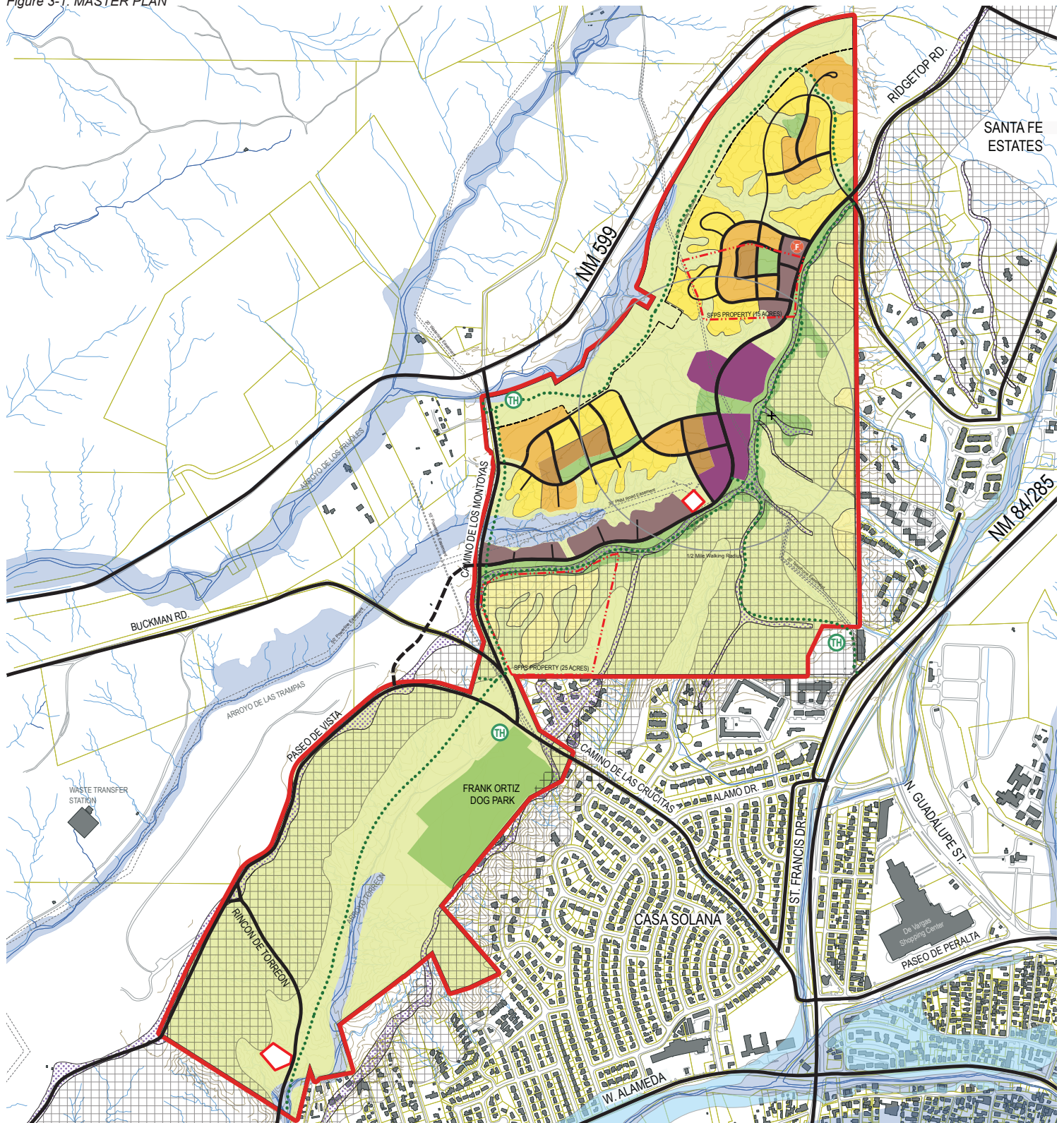
The proposed land uses and zoning is consistent with that of adjacent neighborhoods: Las Estrellas and Zocalo to the east, a PRC with up to 14 gross du/acre; Casa Solana to the south, approximately 3.7 gross du/acre; City and County open space to the west with dispersed individual homes; and open space to the north across NM 599.

Fiscal Impact

The addition of 773 new Northwest Quadrant homes will enable more locals to remain in the heart of Santa Fe, close to the economic center of Santa Fe County. The new development calls for mixed use zoning to encourage affordable economic development while reducing traffic impacts.

New home construction will temporarily improve the gross receipts tax intake, while the addition of homes within the city limits will improve the overall tax base for the City of Santa Fe. More public services will be required, but the increase in population is in the least populous part of the city and can be met with existing resources.

Figure 3-1: MASTER PLAN



LEGEND

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|--|--|--|---|
| — Master Plan Project Boundary | Proposed Development | Master Plan Land Use | ◇ PNM Substation |
| - - - Santa Fe Public Schools Property | Buildings | Neighborhood Center | ◇ Residential Parcel (1 Acre) |
| — Street Network | 100 Year Flood Plain | Transitional Mixed Use | 1/2 Mile Walking Radius |
| — Drainage | 500 Year Flood Plain | High Density Residential 12-29 du/ac | |
| — Property Lines | Ridge Top Overlay | Medium Density Residential 7-12 du/ac | |
| — Future Road Connections (per 1999 General Plan) | Foot Hills Overlay | Low Density Residential 3-7 du/ac | |
| + Landmark Structure | Open Space | Very Low Density Residential 1-3 du/ac | |
| | Parks + Plazas | ⬮ Proposed Fire Station | |

CHAPTER 3: MASTER PLAN

Table 3-1: NWQ PERMITTED USES MATRIX

Eligible Uses	Land Use	Neighborhood Center		Transitional Mixed Use	High Density Residential	Medium Density Residential	Low Density Residential	Very Low Density Residential
	Zoning Designation	SC-1	MU	MU	RM 12-29 ¹	RM LD-12 ²	R3-R7 ³	R1-R3 ⁴
Residential ⁵								
Group Living	Community Care Community							
	Group home, 8 or less residents		p p	p p	p p	p p	p p	p s
	Group home, more than 8 residents		s	s	s s	s s	s	s
	Group housing development		s	s	p p	p p		
	Dwelling, multiple-family		p p	p p	p p	p p	p p	p s
	Dwelling, single-family		p p	p p	p p	p p	p p	p p
	Dwelling, single-family attached and detached		p p	p p	p p	p p	p p	p p
	Dwelling, two-family		p p	p p	p p	p p		
	Mobile home, permanent installation				s	s	s	s
	Mobile home, temporary placement				s	s	s	s
	Mobile home park							
Public, Institutional, and Civic								
Day Care, Nursery, or Kindergarten	Small	p p	p p	p	p p	p p	p	p
	Medium	p p	p p	p	p p	p p	p	p
	Large	s	p p	p	s	s	s	s
	Very Large	s	s	s	s	s	s	s
	Designated by Planning Commission (small to large)	p p	p	p	p p	p p	p	p
	Designated by Planning Commission (very large)	s	s	s	s	s	s	s
Educational	Arts and crafts school		p p	p p				
	Business and vocational school not involving operations of an industrial character		p p	p p				
	Colleges and universities		s p	s p	s	s	s	s
	Nonprofit religious, educational and eleemosynary institutions, but not penal institutions		s p	s p	s	s		
	Private schools		s p	s p	s	s	s	s
	Public schools		p	p	p	p	p	p
Government Services	Vocational schools or trade schools involving operation of light industrial nature							
	Governmentally owned or operated buildings and uses other than elementary or high schools		p p	p p				
	Neighborhood community and municipal or other public buildings and uses in keeping with the character and requirements of the district		p p	p p	p p	p p	p	p
Hospitals	Hospitals and extended care facilities				s	s	s	s
	Hospitals and extended care facilities that were in existence prior to September 14, 1988 and were then permitted principal uses and structures							
Human Services	Extended care and adult day care facilities		p	p				
	Foster homes, licensed by the appropriate state agencies		p	p	p p	p p	p p	p
	Human service establishments	p p	p	p				
	Sheltered care facilities		s	s	s	s	s	s
Parks & Open Space	Cemeteries, mausoleums and columbariums						s	s
	Public parks, playgrounds, playfields in keeping with the character and requirements of the district		p p	p p	p p	p p	p p	p
Religious Assembly	All	p p	p p	p p	p p	p p	p p	p
Utilities	All		s	s	s	s	s	s
Commercial								
Animal Sales & Service	Veterinary establishments							
Arts Activities	Arts and crafts studios, galleries and shops		p* p*	p* p*				
	Dance studios		p* p*	p* p*				
	Nonprofit theaters for production of live shows		p* p*	p* p*				
	Photographers' studios		p* p*	p* p*				
Assembly	Private clubs and lodges		s* p*	s* p*	s s	s s	s s	s
Financial Services	All	p p	s* p*	s*				
Food & Beverages	Eating and drinking establishments	p p	p* p*	p* p*				
Medical	Administrative offices and organizations which in whole or part provide medically related services		p*	p*				
	Apothecary shops or pharmacies		p*	p*				
	Medical and dental offices or clinics providing care and treatment for the health and welfare of human patients	p	p*	p*				
	Offices for those licensed by the state to practice the healing art or any branch thereof pertaining to human beings, provided that offices and accessory buildings specified shall not be considered as "service establishments"		p* p*	p* p*	s s	s s		
Offices, Business & Professional	All	p p	p* p*	p* p*				

Table 3-1: NWQ PERMITTED USES MATRIX continued

Eligible Uses	Land Use	Neighborhood Center		Transitional Mixed Use	High Density Residential	Medium Density Residential	Low Density Residential	Very Low Density Residential
	Zoning Designation	SC-1	MU	MU	RM 12-29 ¹	RM LD-12 ²	R3-R7 ³	R1-R3 ⁴
Public Accommodation	Bed and breakfast houses and inns							
	Conference and extended stay lodging facilities							
	Hotels, motels, residential suite hotels and motels and bed and breakfast houses and inns							
	Expansion of existing residential suite hotels and motels	p			s	s		
	Vacation time share projects							
Public Transportation	Transit transfer facilities		s	s				
Recreation & Entertainment	Commercial recreational uses and structures: theaters, bowling alleys, poolrooms, driving ranges, etc.	p p	s*	s*				
	Exercise, spas or gym facilities		p* p*	p*				
Retail Sales & Services	Antique store		p* p*	p* p*				
	Art supply stores, retail		p* p*	p* p*				
	Arts and crafts, studio workshops, with retail goods manufactured on-site		p* p*	p* p*				
	Bookshops	p p	p* p*	p* p*				
	Custom cabinet shops		p* p*	p* p*				
	Custom tailors and dress-makers		p* p*	p* p*				
	Department Stores		p* p*	p*				
	Discount Stores		p*	p*				
	Establishments for the sale and service of office equipment and sale of office supplies at retail		p*	p*				
	Flea markets							
	Florist shops	p p	p* p*	p* p*				
	Funeral homes or mortuaries							
	Furniture stores		p* p*	p*				
	Gift shops	p p	p* p*	p* p*				
	Greenhouses and plant nurseries		s* p*	s*				
	Neighborhood grocery stores and laundromats catering to local pedestrian trade		p* p*	p*	s s	s s	s	s
	Retail Establishments	p p	p* p*	p* p*				
	Retail and service uses that are intended to serve the primary uses and that do not exceed 5,000 square feet per establishment		p* p*	p*				
	Retail sales accessory to any permitted use, provided that such commercial uses shall not occupy more than ten percent of the total floor area of all buildings occupied by the principal use		s*	s*				
	Sign painting shops		p* p*	p*				
Service Establishment	Barber shops and beauty salons		p* p*	p*				
	Personal care facilities for the elderly		p* p*	p*				
	Personal service establishments	p	p* p*	p*				
Sexually Oriented Businesses	All	p						
Storage	Individual storage areas within a completely enclosed building							
	Mini-storage units	p						
Telecommunications	Telecommunication facilities	s			s	s	s	s
Vehicles & Equipment	Commercial parking lots and garages				s	s	s	s
	Service and repair establishments including filling stations and repair garages							
	Tire recapping or retreading							
Industrial								
	NO INDUSTRIAL USES ALLOWED.							
Accessory								
	FOR ACCESSORY USES ALLOWED SEE: Table 14-6.1-1: Permitted Uses in the City's Land Development Code							

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- p Allowed under NWQ proposed Zoning
- s Allowed if reviewed and approved as a special exception, in accordance with the review procedures of Section 14-3.6
- p Allowed by right under existing City Zoning [per Table 14-6.1-1]
- Prohibited
- * An asterisk symbol next to a permissive use indicates restricted hours. The permissive use shall be open 7:00 a.m. to 10:00 p.m. and shall be closed from 10:00 p.m. to 7:00 a.m.

¹ Northwest Quadrant RM 12-29 Zoning compared to City RM Zoning.² Northwest Quadrant RM LD-12 Zoning compared to City RM Zoning.³ Northwest Quadrant R3-R7 Zoning compared to City R7-R9 Zoning.⁴ Northwest Quadrant R1-R3 Zoning compared to City R1-R6 Zoning.⁵ Residential uses shall be 50% of the developable floor area if adjacent to a residential district. If not, 20% of all mixed uses shall be residential uses.

Affordable Housing

The project’s purpose is to create a legacy project for the City of Santa Fe that provides a mix of housing types close to downtown Santa Fe. A target of 30%-37% “affordable housing” and 30%-40% “step-up” or moderately affordable homes are planned. Seventeen units of the affordable housing units will be set aside for “housing first” using the Housing First National Model. The project will also provide 30%-33% “market rate” housing, thereby creating a truly mixed-income neighborhood serving all ages and family lifestyle types.

By agreement with the City, the 25 acre Santa Fe Public Schools property is not subject to the affordability requirements under the Santa Fe Homes Ordinance.

Affordable Housing - Housing with monthly housing cost to an individual or family that generally does not exceed 33% of gross monthly income.

Housing First- Housing for hard-to-serve persons including the homeless with disabilities. Seventeen Units will be set aside using the Housing First National Model.

Low Income Households – Households whose income does not exceed 80% of the Area Median Income, adjusted for household size.

Moderate Income Households – Households whose income falls within 81% to 120% of the Area Median Income, adjusted for household size.

Step-Up Income Households – Households whose income falls within 120% to 150% of the Area Median Income, adjusted for household size.

Market Rate Housing - Households whose income falls above 150% of the Area Median Income, adjusted for household size.

Water Budget

One of the project’s goals is to conserve water and reuse it on site to reduce the overall impact on water resources.

The target water budget for the Northwest Quadrant is 182.97 acre-feet per year (afy). This would supply water to 758 residential and mixed-use units, 40,000 square feet of commercial uses and irrigated parks and open space areas. This budget does not include water allocations for units on the 25 acre SFPS land.

To meet this budget, the Master Plan calls for a high level of conservation that includes several reuse initiatives for residential and commercial buildings (see water conservation measures in Chapters 5 + 6). Homes and buildings will be efficient in their use of water, employ rooftop catchment/reuse on the parcel it was collected (in accordance with City and State regulations), and have graywater collection/reuse as a standard feature on each home. In the future, community water collection systems in centralized locations for community and open space landscape water needs will be constructed as laws permit.

While a typical residential project will employ water factors ranging from .20 to .32 afy/du, this project is proposing a range of .18 to .20 afy/du resulting in a water savings of ca. 20%. The intention of the plan is that this will be a minimum savings and that individuals will voluntarily implement additional water conservation methods to further increase savings in accordance with the vision of the plan.

Water use will be monitored and tracked to ensure that conservation measures are implemented. Households will be allocated a water budget to work towards (as outlined in the CCRs) and fined in the event the water budget is exceeded.

The Master Developer will submit a water budget to the City for each phase of the development. Water budgets in later phases of the project may be reduced from current amounts if documentation is provided (with a minimum of 1 year of service) that illustrates the reduction.

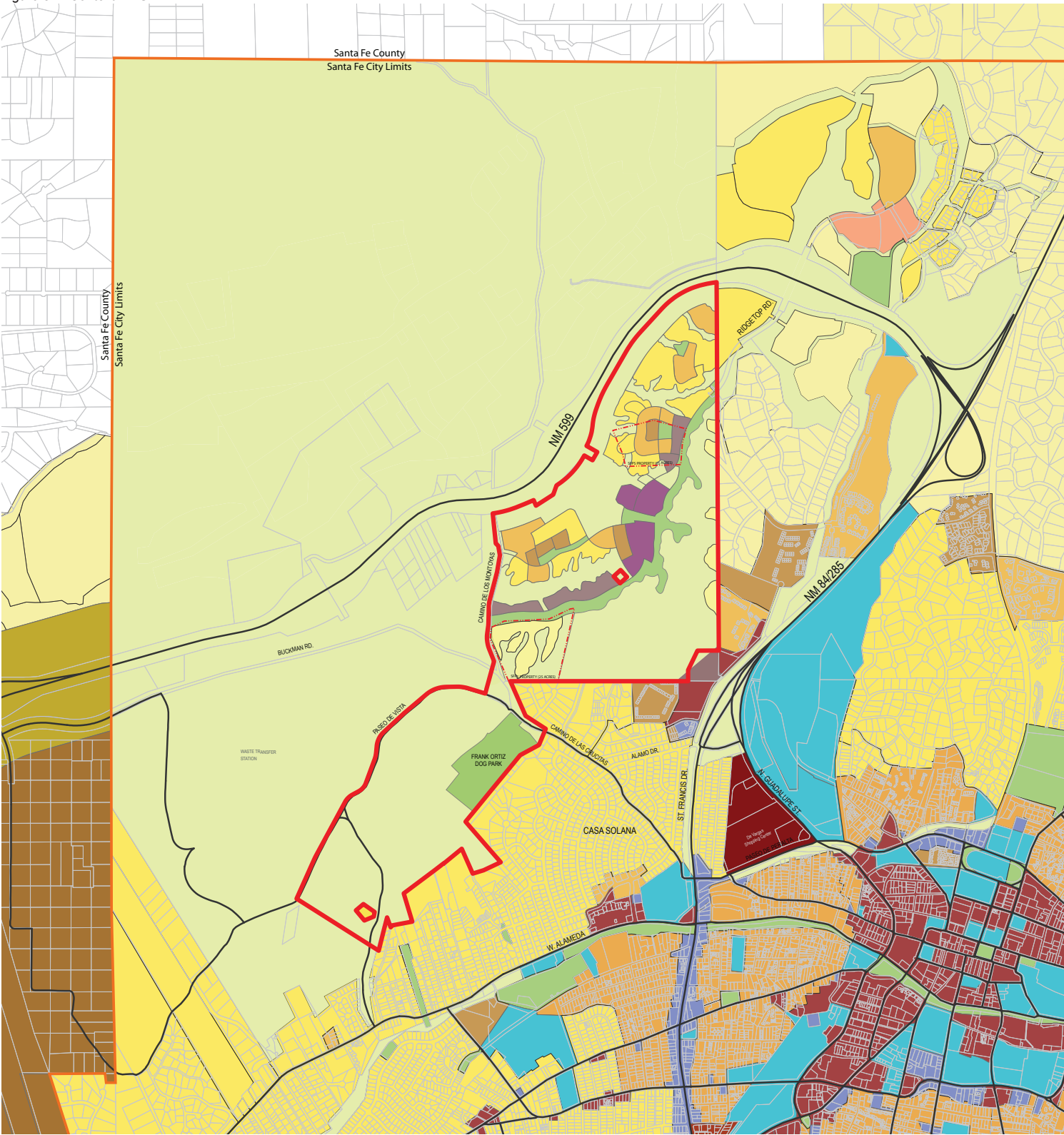
Water Rights

Water will come from the existing Santa Fe River reservoirs, two well fields and a future new project that will treat and deliver Rio Grande water. The Master Developer is required to transfer water rights to be used in combination with existing water rights and facilities. Current policies require the developer to transfer water rights, install the transmission and distribution lines and pay other fees for new service.

Water rights to support the water budget will come from a combination of sources. Water for the affordable housing will come from the City of Santa Fe’s affordable housing pool at no cost to the developer; water for the step-up housing will come from the City of Santa Fe’s affordable housing pool at a cost to the developer of up to \$10,000 per home (to purchase future water rights for the pool); and water for the market rate units and commercial development will be supplied by the Master Developer who is responsible for purchasing and transferring those water rights.

The City of Santa Fe has allocated up to 118.14 acre feet per year of the city owned water rights in the Buckman well field for public amenities, affordable housing that meets the Santa Fe Homes Program requirements, and for step-up housing (see Resolution 2008-89 in Supporting Documents Volume 1: Public Process).

Figure 3-2: Context MASTER PLAN



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| <ul style="list-style-type: none">Master Plan Project BoundarySanta Fe Public Schools PropertyStreet NetworkDrainageProperty LinesOpen SpaceParks + Plazas | <p>Master Plan Land Use</p> <ul style="list-style-type: none">Neighborhood CenterTransitional Mixed UseHigh Density Residential 12-29 du/acMedium Density Residential 7-12 du/acLow Density Residential 3-7 du/acVery Low Density Residential 1-3 du/ac | <p>City of Santa Fe Future Land Use</p> <ul style="list-style-type: none">Regional CommercialCommunity CommercialOfficeHigh Density Residential 12-29 du/acMedium Density Residential 7-12 du/acLow Density Residential 3-7 du/acVery Low Density Residential 1-3 du/ac | <ul style="list-style-type: none">Transitional Mixed UseInstitutionalCBUSCNEIRCORVILO |
|--|--|---|--|

0 250 500 1000

Sustainability

This document, the Master Plan design, and the extensive public process is an expression of the Northwest Quadrant’s commitment to the principles of sustainable design. A community based on principles of conservation, reuse, and efficiency will yield improved quality of life and sustainability. Water harvesting and reuse will contribute to a continuing and plentiful supply of water. Buildings sensitively sited within the landscape will minimize the impact to fragile ecosystems. An extensive network of trails, pedestrian connections, and transit opportunities will encourage fewer automobile trips. Energy conservation measures will have the largest impact over the life of the project.

Conservation is the single most effective way for new communities to manage their resources. Strategically implementing new technologies as they are developed and legislation is passed will continually improve the sustainable efforts outlined in these standards.

The application of design, construction, and operating methods in a sustainable way will reduce the economic, cultural and environmental impacts of development on the Northwest Quadrant. Exceeding typical standards written for real estate projects, these standards address the project comprehensively by synthesizing art, environment, community and economics.

North-central New Mexico is an area characterized by minimal annual precipitation, extremes in temperatures, and high elevations. This area demands the utmost sensitivity in planning and design. The NWQ Design Standards applies years of experience in creating built environments in this fragile ecosystem in order to build a community that reflects a regional aesthetic while applying state of the art green building technologies.

Definition of Sustainable Development

Sustainable development is defined as: “The concept of meeting the needs of the present without compromising the ability of future generations to meet their needs.” (*Our Common Future* (1987), The Bruntland Commission)

The Northwest Quadrant has fully embraced the concept of sustainable design and development. It will become a model development that employs sustainable policies to offset the increase of growth in Santa Fe and reduce the impact on the environment. A significant effort has been made to reduce the Northwest Quadrant ‘footprint’ on the land and the environment. This project should lead the way for development in Santa Fe.

Sustainable Strategies

Sustainable strategies exist in a variety of forms that are being constantly edited and improved. The Northwest Quadrant Design Standards is a synthesis of strategies appropriate for the development and tailored to the local environment. The following rating systems were used as starting points for these standards:

- Enterprise Foundation’s Criteria for Green Development,
- USGBCs LEED ND (New Development) rating system
- New Mexico Mortgage Finance Authority’s Green Criteria
- City of Santa Fe Green Building Code (proposed)
- AIA 2030 Challenge

To examine potential green strategies, the design team convened review meetings with local experts. The Homework Group reviewed and provided input on these strategies. Sustainability measures for the Northwest Quadrant are incorporated throughout the Design Standards document and summarized in a matrix (*see Appendix*).

Sustainable Strategies

Sustainable Community

- Pedestrian / Bike Oriented
- Access to Public Transportation
- Mixed Income Community
- Compact Development Pattern
- Balance of rooftops to jobs
- Recycling
- Productive Landscapes

Sustainable Sites

- Open Space Preservation
- Building Siting
- Erosion/Sediment Control
- Wildlife Corridors

Water Conservation + Reuse

- Low Flow Fixtures
- Xeric Landscapes
- Drip Irrigation
- Water Harvesting
- Stormwater Management

Energy Conservation

- Passive Solar Lot Orientation
- Passive Solar Building Design
- Energy Star Appliances
- HERS rated homes

Energy Generation

- Photovoltaics (Solar Panels)
- Centralized On-Site Energy Generation

Green Building Materials

- Rapidly Renewable Materials
- Local Materials (within 500 mi.)
- Low VOC (volatile organic compounds)

Image 3-1: The mixed uses and housing typologies of the Northwest Quadrant will enable its residents to live an alternative, sustainable lifestyle.



'Net-Zero' Model Sub-Community

Providing cutting edge sustainable design to Santa Fe residents is one of the primary goals of the Master Plan. In Phase I of the development, a sub-community of 20-30 homes will be constructed to model the best sustainable strategies that contribute to a net-zero community.

The 'net-zero' sub-community will be evaluated, improved upon, and, if successful, implemented in future phases of the development.

Some strategies these communities will employ could include:

- on-site wastewater treatment
- on-site or centralized energy generation
- centralized water collection systems
- community gardens for food generation
- high level resource and energy conservation
- limited private vehicle use, use of public or alternative transportation

Financing

To realize the Northwest Quadrant Master Plan as envisioned, the Master Developer will need to review all financing tools available to balance development costs with revenue. Some options include fundraising through grants (*see Appendix for grant opportunities*) or utilizing a variety of financial mechanisms available through public and private partnerships on both the state and local level.

Improvement Districts***PID for Infrastructure Improvements***

One financial tool that could be used to facilitate the infrastructure improvements for the NWQ is a Public Improvement District (PID). PIDs are created through a local government. They are authorized to finance various infrastructure and improvements, including water and sewer systems, streets and trails, parks, electrical, gas and telecommunications systems. One way a PID can provide for financing is based on levying property taxes on land within a PID. PID taxes may then be pledged to pay debt service on bonds issued by the PID. Under a PID, bonds are not obligations of the State of New Mexico or the local government jurisdiction in which the PID is located. Instead, the bonds are obligations solely of the PID issuing the bonds. Typically PID policies also impose certain requirements for equity contributions by developers, corporate governance and the debt financing.

TIF for Infrastructure Improvements

Tax Increment Financing (TIF) is commonly used to stimulate private investment in infill or redevelopment areas. TIF can be used to help pay for infrastructure improvements and elements of a development that provide public benefit (e.g. roads, parks, plazas, and sewer). TIF is a way to pay for improvements that enable a specific area to become more productive and meet the changing needs of the community. By working with a developer, and making investments in the community, the City will help create new sources of revenue that will fund improvements without raising taxes in the community. Investments in the Northwest Quadrant are repaid through improved, productive properties that become new, permanent revenue generators.

TIF is implemented by temporarily freezing the tax base at the pre-development level within a defined district. That baseline tax revenue continues to be allocated to the general fund and districts. As the property is developed, property and sales tax revenues will increase due to the new development on the site. When that increase happens, the property tax revenue from the TIF district gets split into two streams. The increase in taxes, the tax increment, resulting from the new development and higher property values gets paid into a special fund used to subsidize the improvements made to the TIF district.

Image 3-2: The first phase of the Northwest Quadrant will include the construction of a major trailway that connects to Calle Mejia and Alamo Drive.



CHAPTER 3: MASTER PLAN

B. Structuring Frameworks

1. Community Framework

The Northwest Quadrant Master Plan creates a community with a cluster of neighborhoods marked by pedestrian scaled streets, mixed income housing, mixed uses, and architecturally diverse buildings within an open space and park network that integrates with the larger open space and transportation network of Santa Fe.

Modeled after cherished Santa Fe neighborhoods, the new neighborhoods remember their past while looking forward to the future. As people walk through this community 100 years from now they will be aware of the respect and whimsy of the community, seeing highly productive community gardens adjacent to computer cafes and public art projects, next to children’s tree-houses.

Social Justice

Community integration is a paramount goal of the project through the creation of mixed income neighborhoods with strong visual and physical connectivity. Trails link pedestrians to the center of the community and between neighborhood centers, as well as to large tracts of open space and the regional trail system. A public transit system will connect residents to local and regional employment centers and services.

The downtown plaza is within 2 miles of the site and major employment centers are within 3 miles. The Northwest Quadrant’s proximity to NM 599 and St. Francis Drive will facilitate travel to employment centers throughout the City of Santa Fe and the surrounding region.

The internal land uses within the neighborhoods will encourage live-work, mixed use, homes, a fire station, and mail boxes in the neighborhood center with cafés and general small scale retail as the project matures. The synergy created by these diverse uses will attract residents and assist in fostering engaged citizenship.

Neighborhoods

The existing physical conditions and the desire to protect as much open space as possible led to the development of six distinct neighborhoods in the Northwest Quadrant: Main Street, Happy Valley, NE Neighborhood, Central Neighborhood, NW Neighborhood, and SW Neighborhood.

The centrally located Main Street neighborhood provides a center for the development. This neighborhood has the most flexible zoning to allow it to evolve over time into a balanced mix of different uses. The mixed-use areas might begin as largely residential and transition to office or other small-scale neighborhood commercial. The focal point of the development, the community plaza within the Main Street neighborhood, is the heart of the community, where residents can come together, interact, and participate in community events.

Happy Valley is a live-work/mixed-use neighborhood that steps down the hill across from the quiet rural neighborhoods on the northwest side.

The top of the ridge will be protected, improved and maintained with a Park that has a wide and continuous hike and bike trail. This linear park is the backbone of the development, linking all the neighborhoods together with a common public recreation area over a mile long. The park has spectacular views to the Sangre de Cristo mountains, downtown Santa Fe and the Sandia mountains.

Native and enhanced vegetation will figure prominently on the site to strengthen the connection to nature, enhance wildlife corridors, and create comfortable microclimates. The community is encouraged to play in these nature zones, in both structured and unstructured ways.

Image 3-3: Parks and plazas will provide community gathering spaces for the denser districts of the site .



Image 3-4: Denser, multiple-story buildings are ideal for the live/work units desired in the Happy Valley neighborhood.



Image 3-5: This neighborhood of densely placed, single family housing is a good example of the Northwest Neighborhood.



Image 3-6: Residential units of varying sizes will be unified by the pedestrian and open space system throughout the Northwest Quadrant neighborhoods.



Image 3-7: Lower density housing among rolling hills represents the character of the Southwest Neighborhood.



Figure 3-3: NEIGHBORHOOD DISTRICTS

MAIN STREET consists of higher density mixed-use building types that accommodate retail, offices, townhouses, and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages.

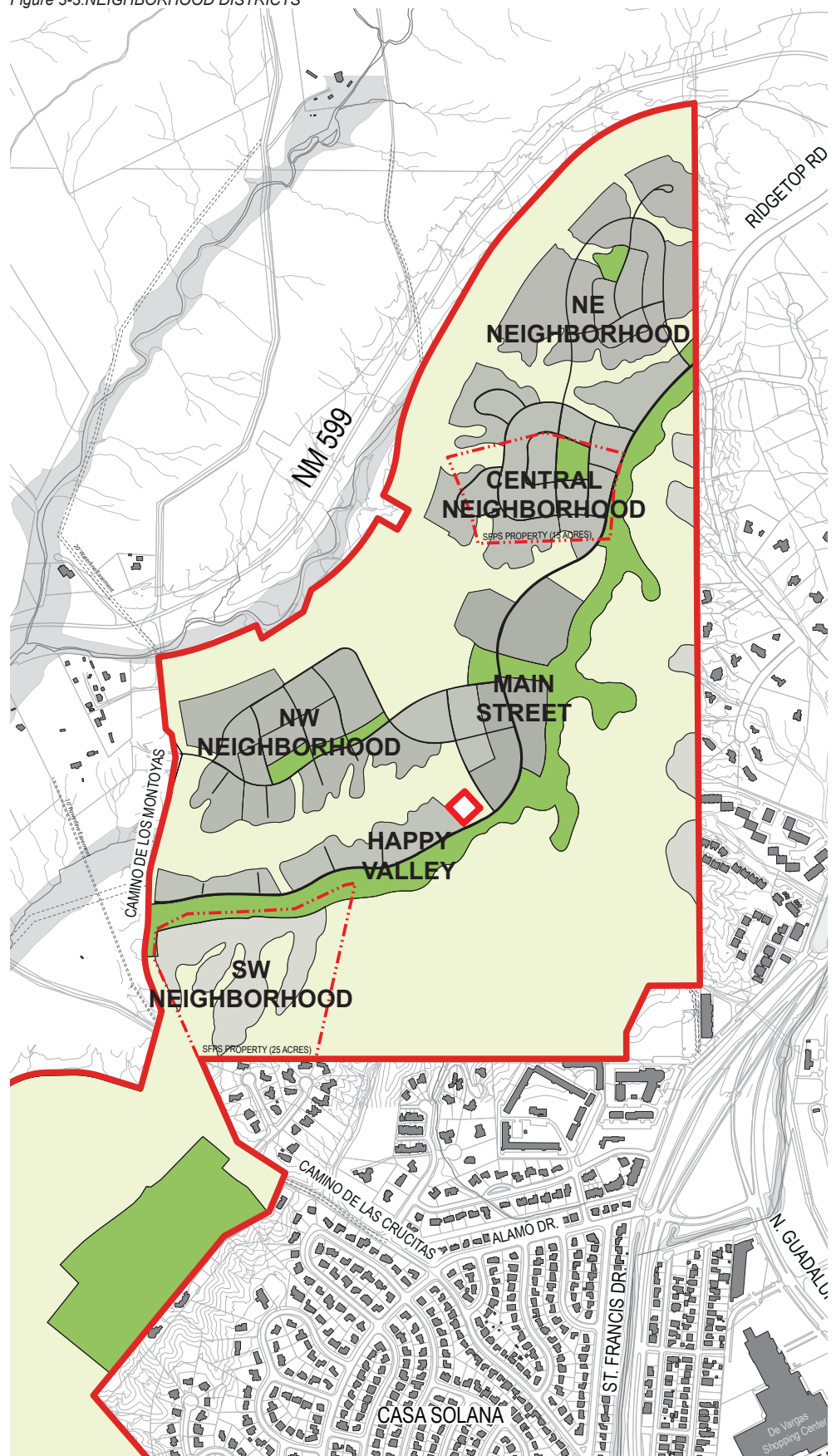
HAPPY VALLEY consists of mixed-use but primarily residential urban fabric. It has a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable.

NE NEIGHBORHOOD consists of low to medium density residential buildings with a wide range of building types. Setbacks and landscaping are variable.

CENTRAL NEIGHBORHOOD consists of low to high density residential buildings with some mixed-use areas near the ridge. It has a wide range of building types. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.

NW NEIGHBORHOOD consists of low to high density residential buildings with a wide range of building types. Setbacks and landscaping are variable.

SW NEIGHBORHOOD AND EAST SIDE LOTS consists of a very low density residential area within the foothills subdistrict. Buildings will be located within surveyed homesites and remaining areas preserved. Planting is naturalistic with deep setbacks.



2. Public Space Framework

The Northwest Quadrant Master Plan has a range of public spaces: community parks, community plaza, neighborhood parks, walks and trails, and preserved open space. The Master Plan utilizes a number of principles in developing its parks, open space, and recreation opportunities:

- Utilize the land’s existing natural pattern of ridges, arroyos and wooded hillsides to define and organize development patterns.
- Preserve cultural resources as feasible and provide for protection and mitigation of those resources
- Use the open space system as a continuous network that provides wildlife corridors, aquifer recharge, and visual amenities.
- Preserve as much of the natural landscape as possible and create a sense of place by linking the designed portions of the development to the existing landscape and the broader Santa Fe open space system
- Provide a continuous recreational trail system that interconnects the proposed neighborhoods with the rest of the development as well as existing and future recreational opportunities
- Create pedestrian and bike friendly connections to all parks and open spaces.
- Encourage and facilitate the use of public lands as productive landscapes to benefit the community and produce food locally.
- Connect to the regional open space system and other land features with a visible landmark structure situated on the ridge.

Open Space

In general, the open space in the Master Plan area defines the edges of the neighborhoods and the overall development. This area will become part of the Ecological Resource Overlay Protection District. The major arroyo corridors will be permanently preserved as open space and additional smaller tributaries will also remain untouched by development where feasible. These drainageways will be restored and enhanced to encourage bio-diversity and wildlife habitat.

A large setback (295 ft.) along NM 599 as described in the Highway Corridor Plan will be preserved as a visual corridor. The majority of land south of the ridge line will also be permanently protected as open space. The existing dog park and adjacent lands will remain as open space per resolution 2006-93. The Master Developer will place all areas designated as open space into a land trust conservation easement to ensure they remain public lands in perpetuity.

Parks

The entire park system will be linked through a pedestrian network of walks and trails. The system is designed to provide a full gamut of active and passive recreation opportunities for the entire development. Spacing and location of the parks has been designed to provide a functional system that responds to the individual neighborhoods and integrates the natural beauty of the surrounding environment. Locations for the proposed park improvements as delineated in the Master Plan are approximate and will be detailed in subsequent development submittals.

Community Park

A Ridge Line Park has been proposed that will serve the residents of this development and the citizens of Santa Fe alike. This significant asset with 360 degree views protects the ridge from

development, restores and enhances its native vegetation, and provides an opportunity for hiking, biking, and walking trails along its entire 6000 foot length. In future phases, it is envisioned to be enhanced to become a regional promenade and destination and an asset that reflects the artistry and culture of the community that surrounds it.

A visible public landmark or shade structure on the ridge will relate to existing city landmarks and connect the linear park to the community plaza.

The Frank Ortiz Dog Park will remain in its current state as a community park.

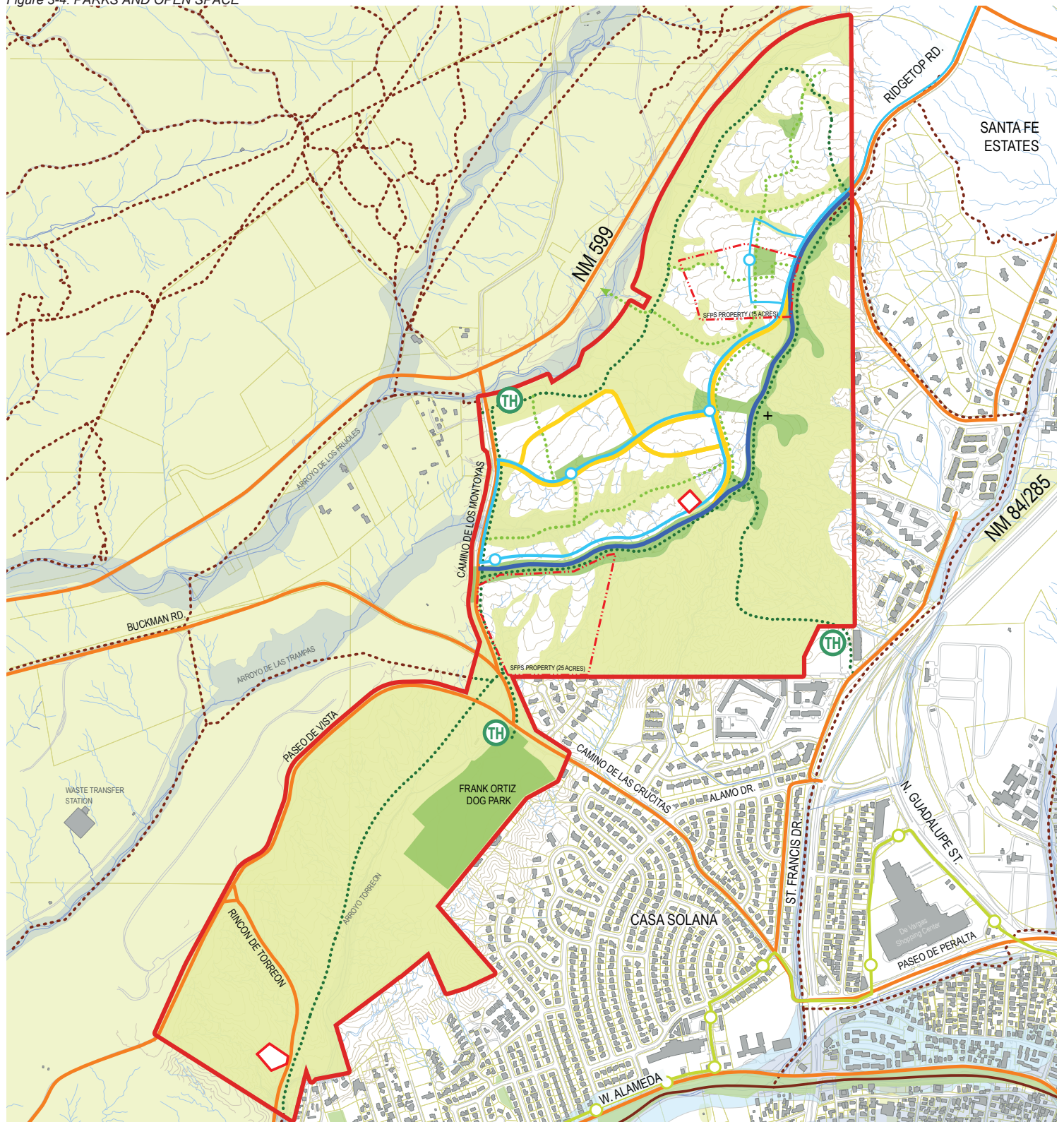
Community Plaza

An urban plaza will serve as the heart of the community and anchor the neighborhood center area. It will link the northern and southern development areas with a plaza that slopes down with the grades along the center area from the look-out point on the ridge to the open space preserve to the north. It is located to be framed by the higher density uses and activities of the neighborhood center and to take advantage of the distant views. The size and design of the plaza provides for outdoor community gatherings and passive recreation opportunities year round. It is easily accessible along trails and pedestrian friendly streets with on-street parking.

Neighborhood Parks / Pocket Parks

Neighborhood parks have been incorporated throughout the Master Plan in each neighborhood. The neighborhood parks will incorporate active play areas for young children, passive recreation areas for adults to relax and gather informally, and opportunities for community gardens. Improvements will include seating areas and picnic tables in appropriate locations. Each park will contain similar elements yet will be flexible enough for the neighborhoods to define their own character.

Figure 3-4: PARKS AND OPEN SPACE



LEGEND

- | | | | |
|---|---|--|---|
| — Master Plan Project Boundary | Buildings | — Existing Bus Routes | — Existing Trails (paved) |
| - - - Santa Fe Public Schools Property | 100 Year Flood Plain | Existing Bus Stops | - - - Existing Trails (un-paved) |
| — Street Network | 500 Year Flood Plain | Proposed Bus Routes | - - - Proposed Major Trails (un-paved) |
| — Drainage | Parks + Plazas | Proposed Bus Stops | - - - Proposed Minor Trails (un-paved) |
| — Property Lines | Open Space (Public + Private) | — Bicycle Path | Existing/Proposed Trailhead |
| + Landmark Structure | Ecological Resource Overlay Protection District | — Shared Roadway | |
| | | — Shared Roadway (w/caution) | |

0 150 300 600

Walks + Trails

The walking and trail network is an integral and indispensable part of the overall Master Plan design. The network provides the opportunity for residents to experience the natural surroundings on foot and on bike and make all parts of the development accessible without driving. Trails also provide convenient connections to overall City and County trail networks and the Santa Fe Trails bus system.

The Master Plan area includes paved trails in parks, sidewalks along streets, bike lanes where appropriate and combinations of paved and unpaved trail segments. The exact alignment of the trails and locations of perimeter trail connections will need to be further reviewed and evaluated during the development process in coordination with the City Parks Department. Critical connections to the La Tierra trail system to the north will be provided by a trail located in the open space setback along NM599 and the Ridge Line Park system adjacent to Ridgetop Road.

Due to the steep topographical nature of the area, it will not be possible to build all of the trails to acceptable ADA standards, but every effort will be made to accommodate those standards wherever possible. Connections into and through the linear and neighborhood park areas will be constructed using ADA standards.

Image 3-8: Neighborhood parks will connect more formal residential areas to the natural open spaces of the Northwest Quadrant.



Trailheads

Trailheads in strategic locations will serve as entry points to the Northwest Quadrant regional trail system. Areas for parking, orientation signage and minimal site amenities will be arranged at each trailhead.

An existing trailhead is located at Frank Ortiz Dog Park and additional trailheads are planned at the juncture of the Northwest Quadrant and Calle Mejia and at NM 599 and Camino de los Montoyas. Additional trailheads will be planned in coordination with the comprehensive Northwest Quadrant trails master plan, a separate City endeavor from this project.

Figure 3-5: RECOMMENDED WALKS, TRAIL SECTIONS

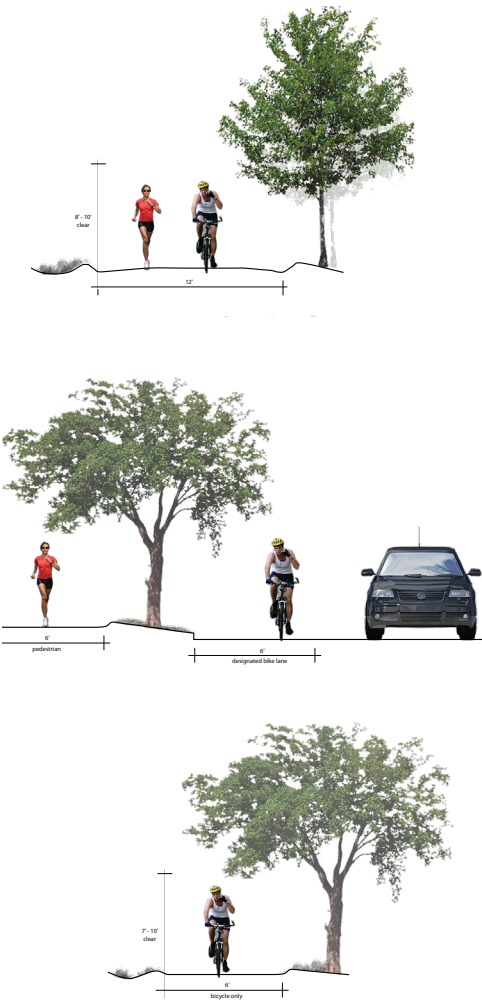


Image 3-9: The trail system of the Northwest Quadrant will allow access to all residents of the community.



Grading

The new neighborhoods will be built according to the City's Escarpment Ordinance, using exemplary terrain management techniques. Run-off will be retained on-site to the greatest extent possible for infiltration and landscape irrigation. Landscaping will be mostly drought tolerant: to reduce the overall need for irrigation, and to renovate, preserve and protect the land from wind and water erosion.

Grading will include the stripping, storing and replacing of top-soils. Existing trees will be protected to the greatest extent possible. Arroyo corridors will be protected and enhanced with revegetation and reseeded.

The Master Plan area will be graded to convey drainage into common areas for water harvesting and ponding areas for controlling flood overflows. Those areas that are graded and not covered with structures will be re-vegetated with native plants and grasses to limit erosion. As much as possible, permeable paving will be used throughout the development to encourage on-site stormwater infiltration.

Image 3-10: Natural water collection systems will help to minimize the water consumption of the Northwest Quadrant.



Drainage

The site will be divided into 18 basins (see *Maps C2-01 and C2-02: Terrain Management Plan*). With the exception of drainage basins that will remain in open space areas, each developed basin will drain into a proposed pond. Each pond will be designed with a specific outfall flow rate to discharge the stored water. The ponds will discharge into Arroyo de los Frijoles or Arroyo de las Trampas at a flow rate less than the historic flow.

The drainage analysis will need to be updated with the preparation of development plans for each phase of the project. Project phasing may also require the construction of interim or temporary detention ponds to mitigate developed flows from the site.

The ponds will be designed to accommodate the required volumes and also be enhanced with vegetation and seeding to serve as attractive wildlife habitat areas.

Ecological Resources

The Northwest Quadrant Master Plan identifies areas to be protected as part of the Ecological Resource Overlay Protection District. These areas include the mapped FEMA floodplain areas, major drainageways, the highway corridor buffer along NM 599, and open space areas designated in the Santa Fe General Plan. This overlay will extend to all open space areas as indicated on *Figure 3-4: Parks and Open Space*. Improvements within this overlay will be restricted according to City code.

Cultural Resources - Archaeology

Through careful planning, the design team is avoiding half the archaeological sites from development in the Master Plan. The significant sites will be placed in archaeological easements to ensure their protection and maintained by an ARC management stewardship program. The occurrence and distribution of the archaeological sites on the Northwest Quadrant has been used to help guide the establishment of open space and conservation areas within the project. Tesuque Pueblo representatives have been apprised of planning during key stages and have provided their input to the Master Plan.

The Master Developer will continue to work with Tesuque Pueblo and the State Historic Preservation Office to develop appropriate strategies to mitigate unavoidable impacts to cultural resources within the project area.

CHAPTER 3: MASTER PLAN

3. Transportation Framework

The Northwest Quadrant is adjacent to road systems with varying speeds that will help distribute traffic generated by the NWQ and provide opportunities for connectivity. These perimeter roads include NM 599 (by way of Ridgetop Road), a 55 mph state highway that bypasses downtown Santa Fe; Camino de los Montoyas, a north/south road connecting to existing neighborhood streets equipped with traffic calming devices; and Calle Mejia, a frontage road to St. Francis Drive (NM 84/285).

Traffic Impact Analysis

The purpose of a Traffic Impact Analysis (TIA) is to identify the proposed development's impact on the adjacent transportation system. This study is conducted by traffic engineers using software programs that model projected impacts. The analyses for the Northwest Quadrant used the Synchro 6.0 program and was conducted by the Louis Berger Group and Radian Engineering.

The history of the Traffic Impact Analyses conducted for the Northwest Quadrant reflects an on-going effort to balance future development with potential impacts to traffic in existing adjacent neighborhoods. The analyses projected the effects development of the Northwest Quadrant would have on surrounding neighborhoods in the current year, the implementation year (2013) and a horizon year (2030) relative to a no-build scenario.

Information from the analyses was used to make decisions regarding the amount of non-residential space that could be considered for the site, as well as evaluating the potential access for the project. The initial plan called for full connectivity as a result of the undertaking with the Homework Group and design team.

Early in the process, neighbors raised concerns about increased traffic generated by the future Northwest Quadrant community that would impact their neighborhoods. In response to this, multiple scenarios were identified, studied, and reviewed to project the impact the Master Plan would have on these neighborhoods and to make informed refinements to the plan.

The road networks and connections proposed for the Northwest Quadrant and tested in the TIAs for the project considered the following:

- safety
- degree of connectivity
- level of service
- cost of improvements
- impact to surrounding neighborhoods
- community livability
- public desire

Since July 2007, a total of four TIA studies were conducted for the Northwest Quadrant project. Each one measured and tested the traffic impacts on the adjacent transportation system under various development mixes of residential, commercial and mixed-use.

The design team reviewed the transportation alternatives relative to the proposed development mix to arrive at the road network proposed for the Master Plan. This plan balances multiple factors including: community livability, financial impacts to the project, connectivity, impacts to surrounding neighborhoods and emergency access.

TIA History - Northwest Quadrant

Following is a brief history of the traffic studies completed for this project. The complete traffic analysis can be found in *Supplemental Documents Volume 2: TIA*.

Scenario A

1 Access



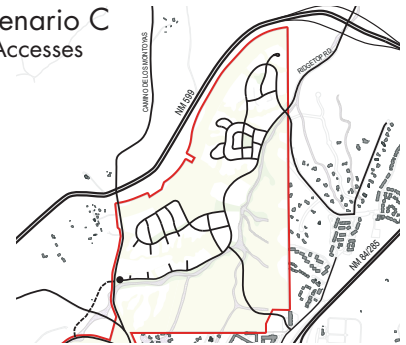
Scenario B

3 Accesses



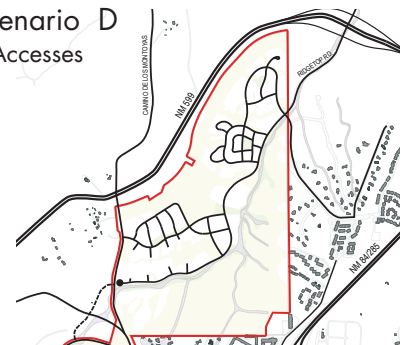
Scenario C

2 Accesses



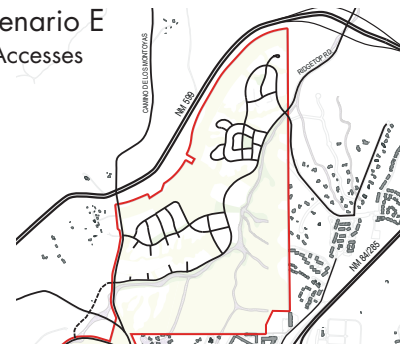
Scenario D

2 Accesses



Scenario E

2 Accesses



TIA Study 1 July 2007

758 Residential Units (+ 15 for SFPS)
 4 Access Scenarios (A, B, C, D)
 5 Intersections
 projections: current year, implementation year

Four different access scenarios were developed and analyzed to determine the feasibility of each of these alternatives. The analysis included consideration of the roadway infrastructure as currently constructed, with consideration for future planned roadway infrastructure improvements. The four scenarios were:

- Scenario A – NM599 + Ridgetop Road Interchange (1 Access)
- Scenario B – Ridgetop Road Interchange, Camino de los Montoyas & Calle Mejia (3 Accesses)
- Scenario C – Ridgetop Road Interchange + Calle Mejia (2 Accesses)
- Scenario D – Ridgetop Road Interchange + Camino de los Montoyas (2 Accesses)

Study 1 reviewed existing traffic counts and measures of effectiveness for five intersections and reported on the findings. These intersections were:

- Ridgetop Road/Westbound Ramps (North NM 599 Off-Ramp)
- Ridgetop Road/Eastbound Ramps (South NM 599 Off-Ramp)
- Camino de los Montoyas/NM 599
- Alamo Drive/Calle Mejia
- Alamo Drive/St. Francis Drive

The primary access for the development in all of the four access scenarios was the Ridgetop Interchange.

Note: The TIA unit count has a tolerance of 2%, equating to 15 units for the SFPS site. The Master Plan calls for 773 total dwelling units (758 + 15).

Study 1 - Findings

This TIA concluded that the existing roadway infrastructure in the project area was able to handle the additional traffic generated by the NWQ in 2030 with some mitigation measures. Further, the traffic engineer recommended that access to the NWQ should be provided at the NM599 & Ridgetop Road Interchange (Scenario A) because of the capacity of the interchange to provide acceptable levels of service (LOS) in 2007 and in 2030, with minimal mitigation measures as follows:

- An eastbound right-turn lane was added to the Eastbound Ridgetop Intersection, and a Westbound right-turn lane was added to the Westbound Ridgetop Intersection.
- A left turn lane was added on the bridge for the Southbound direction at the Eastbound Ridgetop Intersection and for the Northbound direction at the Westbound Ridgetop Intersection.
- Signalize the ramp intersections (at Ridgetop) as they become warranted.

It is important to note the following:

1. All of the above suggested mitigation measures were previously identified in approved development plans including the TIA conducted for Santa Fe Estates in May, 2003.
2. Both legs of Camino de los Montoyas were identified at this time as having significant delays and approaches were deemed under capacity.
3. It was determined that providing access to Calle Mejia would result in long queues along Alamo Drive causing significant blocking and storage.

Comparisons to other Santa Fe Streets:

At full buildout of the NWQ in TIA Study 3, traffic on adjacent neighborhood streets will not exceed current traffic on streets such as Don Gaspar, Galisteo, and East Palace.

TIA Study 2 May 2008

758 Residential Units (+ 15 for SFPS)
 5 Access Scenarios (A, B, C, D, E)
 10 Intersections
 projections: current year, implementation year, horizon year

Study 2 revised a previous access scenario and added a new scenario:

- Scenario D – Ridgetop Road Interchange + Camino de los Montoyas restricted right out only and full access in (2 Accesses)
- Scenario E – Ridgetop Road Interchange + Camino de los Montoyas full access (2 Accesses)

This study also added analysis of five additional intersections:

- Camino de las Crucitas + St. Francis Drive;
- Camino de las Crucitas + Rio Vista;
- Camino de las Crucitas + Alamo Drive;
- Buckman Road & Paseo de Vistas; and
- Camino de los Montoyas + Buckman Road

Study 2 - Findings

The results of this study were as follows:

- Access Scenario A remained unchanged from the July 2007 TIA;
- Access Scenario B was not considered a viable option (due to queuing issues at Calle Mejia) without significant measures that would be outside the responsibility for the developer to construct for access to the NWQ. The traffic engineer recommended that this option not be considered until mitigation measures were implemented. (Note: A regional transportation study of St. Francis Drive was currently underway and at the conclusion of the study, recommendations would be made that may improve these traffic intersections.);
- Access Scenario C was not considered a viable option again because it included a connection to Calle Mejia;

- Access Scenario D was considered a viable option with mitigation measures implemented at Ridgetop Road and the installation of a stop controlled T-intersection at the proposed access location with Camino de los Montoyas operating freely and the proposed access road being stop controlled.
- Access Scenario E was considered a viable option with mitigation measures implemented at Ridgetop Road and Camino de los Montoyas (as outlined in Access Scenario D) and with a roundabout added at the Camino de las Crucitas and Rio Vista Intersection.

On July 7, 2008, the design team presented the May 2008 TIA to the Public Works Committee. The PWC asked the team to remove Access Scenarios B and C from consideration and to remove the commercial area along Calle Mejia from the Master Plan. The design team was also instructed to conduct another TIA that included the commercial and mixed-use components of the proposed development.

TIA Study 3 February 2009
758 Residential Units (+ 15 for SFPS)
125,000 sf Mixed-Use
60,000 sf Neighborhood Center
10,000 sf Fire Station
3 Access Scenarios (A, D, E)
10 Intersections
projections: current year, implementation year, horizon year

Study 3 adds neighborhood center commercial and mixed use (designated as 100% specialty retail) to the analysis. This study identified the maximum potential commercial square footage and uses with the highest traffic volume to provide a baseline for evaluating future alternatives that would limit commercial area to reduce traffic impacts while maintaining the intent of the design.

- Study 3 - Findings**
Study 3 showed the need for major mitigation measures in all three access scenarios. Specific mitigation measures (2030) included but were not limited to:
- Scenario A: widen the bridge to accommodate 6-lanes; provide two thru lanes for both the northbound and southbound movement; convert both of the single lane on-ramps to dual lane on ramps and lengthen the ramps to provide adequate area to merge the ramps to one lane before NM 599.
 - Scenario D: at NM599 / Montoyas, construct a bridge to accommodate 3-lanes; provide a single lane for both directions on Camino de los Montoyas, provide single lane on and off ramps for all directions; at Ridgetop-widen the bridge to accommodate 4 lanes.
 - Scenario E – Convert the NM599 Camino de los Montoyas at-grade intersection to a grade separate interchange; convert the stop controlled intersection at Camino de las Crucitas and Alamo Drive to a roundabout.

In order to provide insight as to how the mixed-use could impact the TIA and how traffic could be mitigated, this TIA was reviewed by an independent national traffic planning and engineering firm, Charlier Associates, Inc. The major finding of their report was that trip generation estimates for the project was overstated.

An outline of the third TIA was presented to the Public Works Committee on March 23, 2009. In this meeting, the design team acknowledged that since the development could not afford to undertake the mitigation measures outlined in the analysis and quantified by the city’s traffic supervisor at approximately \$20-30M, it would need to reduce the amount of commercial and mixed-use and commit to restrictions on land uses.

TIA Study 4 May 2009
758 Residential Units (+ 15 for SFPS)
70,000 sf Mixed-Use
40,000 sf Neighborhood Center
10,000 sf Fire Station
1 Access Scenarios (A)
2 Intersections
projections: current year, implementation year, horizon year

The overall commercial in the neighborhood center was reduced and specific land use categories were applied to the mixed-use: 65% small office and 35% specialty retail.

- Study 4 - Findings**
The results of this analysis shows that in 2013, at the development’s full build-out, the road network at Ridgetop Road functions at an acceptable level of service with the mitigation measures previously identified in both the June 2007 and May 2008 reports and the addition of a right turn lane for the Northbound direction at the Eastbound Ridgetop Intersection and a right turn land for the Southbound direction at the Westbound Ridgetop Intersection. These mitigation measures were already identified in previously approved planned developments.

In 2030, the road network functions at an acceptable level of service in the AM Peak Hour with all of the mitigation measures outlined above; however, utilizing the predicted queue length initially measured by the traffic engineer indicates the need for widening the bridge to four lanes, a \$1-\$1.5M cost. The traffic generation will need to be carefully monitored to determine exactly if and when this improvement would become warranted.

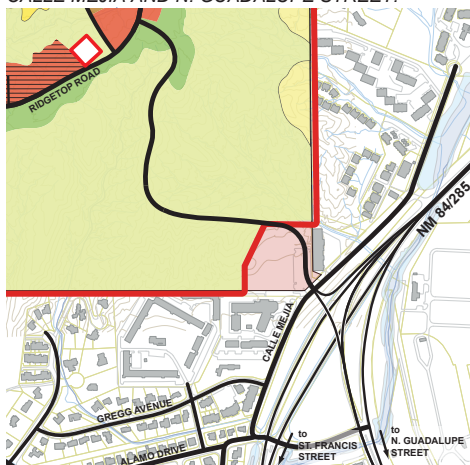
Future Road Connections

The final TIA has led the design team to conclude that routing all of the traffic off Ridgetop Road is feasible with the mitigation measures identified for access scenario A in both 2013 and 2030. While it is the overall desire of the design team to provide as much connectivity as possible to and from the NWQ, the costs associated with doing so (access scenarios D and E) are too great for the project to bear.

It is important to note that when, at some point in the future, it is determined that the development would not be assessed costs to add an interchange at or close by NM599 and Montoyas, and/or a connection to Calle Mejia and Guadalupe is built, the design team would advocate and support opportunities to create a second and/or third means of egress and ingress to the development.

From a planning perspective, the Northwest Quadrant and the adjacent neighborhoods benefit from connecting to the existing road network in as many locations as possible. Greater connectivity would distribute traffic more equitably, provide better access for emergency vehicles, and contribute to a more vibrant and diverse Santa Fe community.

Figure 3-6: FUTURE POTENTIAL CONNECTION TO CALLE MEJIA AND N. GUADALUPE STREET.



Direct access to Camino de los Montoyas, Buckman and Paseo de Vista (per the 1999 General Plan) and to Calle Mejia and Guadalupe (Scenario B) would achieve greater connectivity. As noted, however, these connections depend on additional infrastructure improvements. Traffic models indicate that the Camino de los Montoyas / NM 599 intersection fails in the current year and will require an interchange.

Also in the future, a connection to Calle Mejia and Guadalupe would be desirable to have more direct access to and from the Northwest Quadrant to downtown Santa Fe. These improvements would also provide an opportunity to evaluate the City owned land next to Mejia as an economic development zone.

However, both of these connections will only be considered upon completion of the NMDOT, St. Francis, I-25 to NM 599 Corridor Studies approving such connections, approval by the City's governing body and funding being identified for construction. All new intersections should be designed to provide open space and trails connections from the Northwest Quadrant to existing open space and trail networks.

Regional Road Planning

Concurrent with the NWQ Master Plan process, the NM DOT is conducting corridor studies for both NM 599 and St. Francis Drive (NM 84/285). The results of these studies will inform future connections and improvements along these corridors, such as the Montoyas/NM 599 and St. Francis Drive connections mentioned above. The NM DOT will identify and prioritize future funding and interchange construction along the corridors and will determine the most appropriate location and type of interchange (full interchange or under/overpass).

The planned Northwest Quadrant development has been included in the Metropolitan Planning Organization (MPO) traffic model.

Reducing Automobile Traffic

The Northwest Quadrant development aims to significantly reduce typical traffic generation rates by providing employment, recreation and civic uses within close proximity to the residential community itself.

An accessible and convenient network of pedestrian and bike trails as well as access to public transportation will reduce overall traffic and allow residents to travel to common destinations in close proximity to their homes.

The NWQ will include a substantial trail network that connects to the overall trail system for bikes and pedestrians in the region. In addition, the plan calls for the use of a SECA van for carpooling to work in the morning and evening and will have an HOA that will work with residents on carpooling and car sharing programs. The NWQ is within 3 miles of major employment centers located in the downtown area.

CHAPTER 3: MASTER PLAN

Figure 3-7: STREET SECTIONS AND PLANS

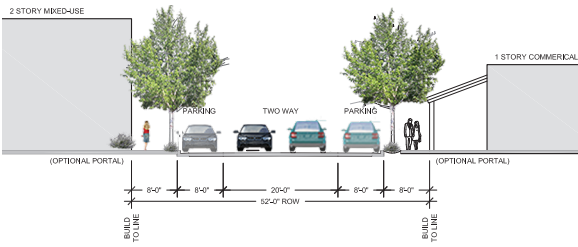
Street Design

Design of the streets within the North-west Quadrant will provide safe and efficient vehicular circulation while creating streetscapes that contribute to pleasant pedestrian and neighborhood environments. Streetscape plans establish a hierarchy of landscape improvements that are appropriate in scale and character with the function of the street and its adjacent uses.

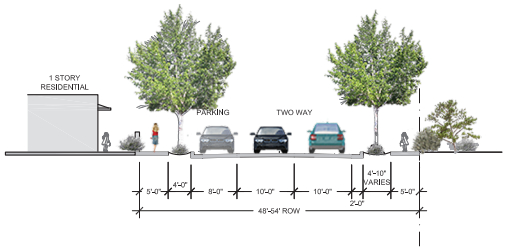
- All landscape, walkways, walls, and streetscape improvements installed along streets or drainageways shall be designed and constructed in accordance with the streetscape design standards.
- Roadways should wind and follow natural terrain.
- Arroyos will be left free and unimpeded in their natural state as much as possible.
- Natural terrain features including slopes, ridges, knolls and rock formations should be carefully considered and integrated where possible.
- The City of Santa Fe has final approval regarding the street design standards.

Public Transportation

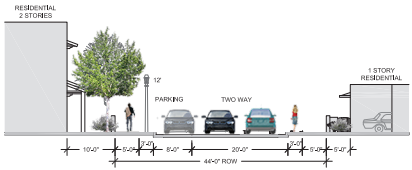
An increase in population in proximity to the Northwest Quadrant (Santa Fe Estates, Zocalo, Thornburg Campus) calls for adding a new bus route with incentives for ridership. The proposed new Bus route will most likely be accessed on Ridgetop Road. The final bus route and stop location determinations will be developed in concert with the Santa Fe Trails bus system. Initially, this system might be a private van that services this area of town before it becomes an established City route.



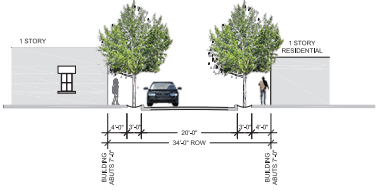
Collector Mixed Use : Parking Both-Sides



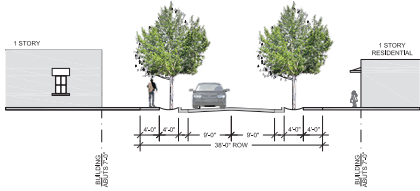
Sub-Collector: Parking One-Side



Sub-Collector Residential: Parking One-Side



Urban Lane



Rural Lane

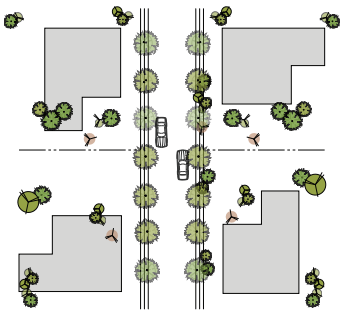
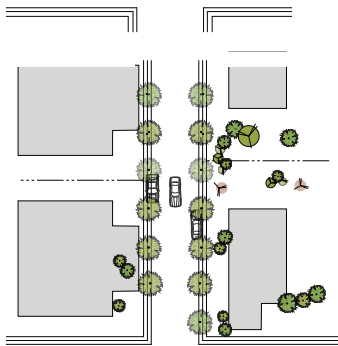
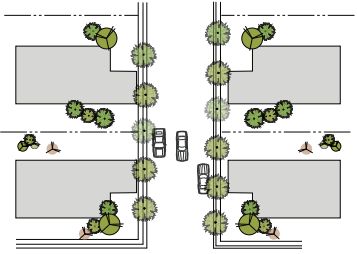
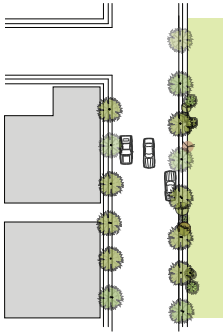
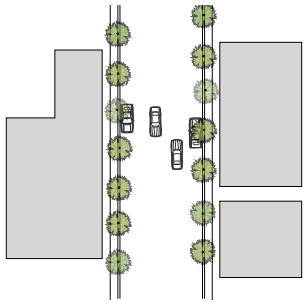
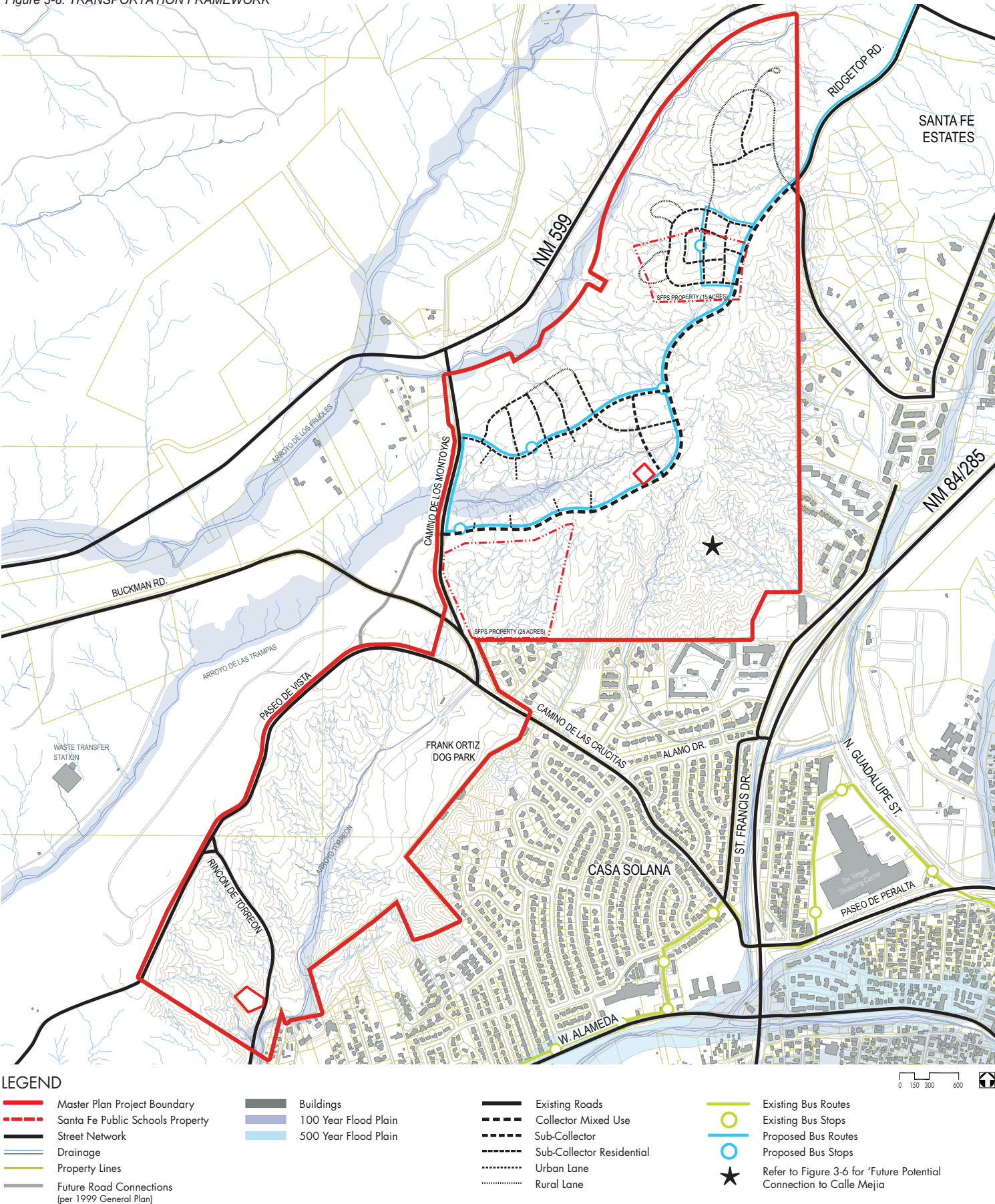


Figure 3-8: TRANSPORTATION FRAMEWORK



4. Utilities + Services Framework

The infrastructure for the Northwest Quadrant Master Plan will be constructed by the Master Developer or individual utility companies. In the case of the individual utility companies, the developer will enter into the requisite agreements for service extension and payment and/or reimbursement. The infrastructure for the Master Plan area is designed to fit within the greater scheme of existing and proposed City infrastructure.

Water

The potable water system will be built in accordance with a distribution plan for the Master Plan area and in consideration of the existing pressure zones. The system will be part of the City of Santa Fe Public Utilities Department. The comprehensive water plan will also include the construction of water reuse lines for irrigation of common areas, parks, plazas and street rights-of-way.

The conceptual water plan outlines the general water distribution system for the development. The point of connection will be a 12” water line in Ridgetop Road, which will be extended through the development and connect to the existing 24” ductile iron pipe water line roughly in alignment with Camino de Los Montoyas. The residential and mixed-use areas of the development will have 8” distribution lines to serve the development as well as to provide fire protection. Pressure reducing valves will isolate the water distribution systems within each pressure zone.

The design team proposes that potable water from the Sangre de Cristo Water Division, greywater from the project’s domestic uses, and rooftop catchment be used to meet the projected site water budget for the project. More detail on the water budget and water rights can be found on p. 38.

Wastewater

The conceptual sanitary sewer plan anticipates that the majority of the development will be served by a gravity collection system that will connect to existing infrastructure and be treated at the City’s central wastewater treatment plant (operated by the Wastewater Management Division). The main collection line will run along the north boundary of the project. The existing system has adequate capacity for the 773 planned homes/mixed use units and 40,000 sf commercial. It is the intention of the Master Plan that the wastewater system be evaluated at each phase to see whether alternative treatment scenarios would better serve the development.

The ridgeline determines the type of wastewater connections to the City’s existing system. South of the ridge will be gravity feed sewer lines, tying into existing lines. North of the ridge, development requires a system with gravity feed lines that run to a sanitary sewer lift station in the northwest corner which then lifts up to the ridge and ties into new and existing gravity feed infrastructure (at Camino de las Crucitas and Graham Avenue).

The individual phases of the project will construct gravity sewer lines within the phase and extend a sewer line north to the main gravity sewer line. Based on the proposed buildout it is anticipated that all the sewer lines, including the main line on the north boundary, will be 8”. The collection system will drain to the northwest corner of the site near NM 599 and Camino de los Montoyas to a planned sanitary sewer lift station (see Chapter 5 for design standards). From the lift station site a pressure sewer line will extend along Camino de los Montoyas to the existing gravity sewer line.

The main sanitary sewer along the north boundary and lift station will need to be constructed within Phase 1 of the

project. The lift station wet well should be sized for full build out, but the initial pumps that are to be installed should be sized to serve Phase 1 and possibly Phase 2. Pump selection should be based on initial cost, anticipated service life and estimated build out rate of the project.

A small portion of the development along the extension of Ridgetop Road within Phase 3 cannot be served by gravity sewer to the above system. The conceptual sewer plan proposes a small lift station system to serve this area that will connect to the main lift station.

Solid Waste

Northwest Quadrant solid waste will be collected as part of City services. Residential areas will have automated pick-up and commercial areas should have trash enclosures built to City specifications.

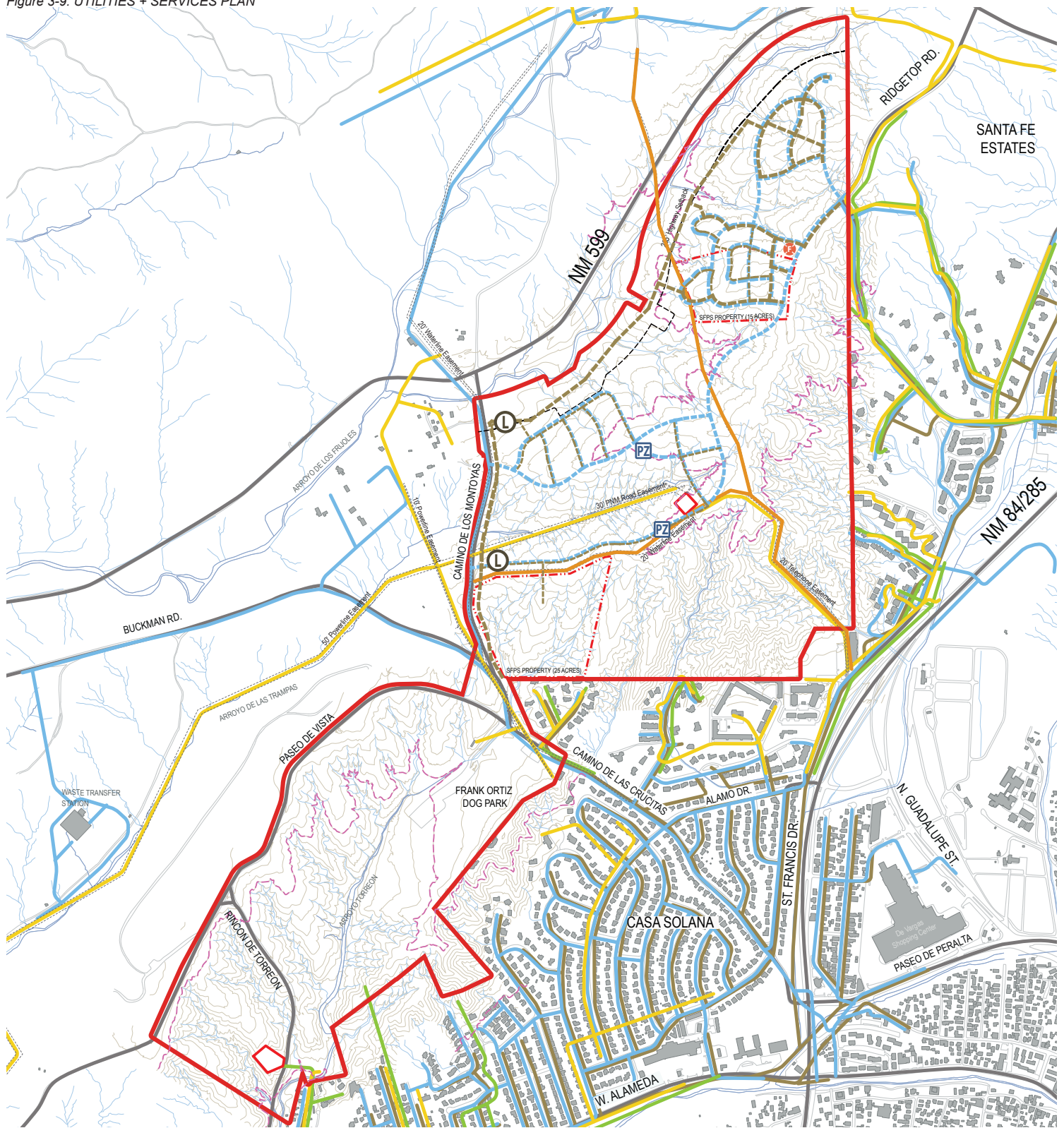
Utility Extensions

Electricity, gas, telephone, cable television and other utilities will be buried. Extension plans will be developed by individual utility companies and installed by contractors working for the developer. It has become customary for utility companies to require installation of larger “backbone” systems like fiber optic telephone or high-pressure gas lines as part of the subdivision improvements. Those costs are generally absorbed by the developer, with considerations for reimbursements where required. The existing telephone line running north/south across the site will need to be realigned to coordinate with future development.

Safety

The Fire Department has requested a station in this area to provide a quicker response time to emergencies in the Northwest Quadrant and surrounding neighborhoods. A 2.0-acre site has been identified along Ridgetop Road, near the center of the development. City of Santa Fe Police Service will be provided throughout, including within Natural Zones.

Figure 3-9: UTILITIES + SERVICES PLAN



LEGEND

- Master Plan Project Boundary
- - - Santa Fe Public Schools Property
- Street Network
- Drainage
- Property Lines
- Pressure Zone Boundary Line
- ◊ PNM Substation

Existing Utilities

- Gas Line
- Electric Line
- Sewer Line
- Water Line
- Telephone Line

Proposed Utilities

- Water Line
- PZ Pressure Reducer Valve
- Sanitary Sewer Force Main
- Low Pressure Sanitary Sewer
- L Sanitary Sewer Lift Station
- F Proposed Fire Station

Additional utility information included with the detailed utility construction documents in the appendix.

0 150 300 600

Schools

A preliminary 2007 study of the development by the Santa Fe Public Schools revealed a potential student population in the Northwest Quadrant of 233 Elementary School students, 141 Middle School students and 133 High School students (*see Appendix*). Current Santa Fe Public School studies indicate that there is not a need for another school in the area and that students can be accommodated at Gonzales Elementary School, Alameda Middle School and Capitol High School. Strategic planning processes with the schools will determine how to best serve students in the future

As part of the agreement between the City of Santa Fe and SFPS (*see Supplemental Documents Volume 1: Public Process*) the City has agreed to allocate 10 acres of land adjacent to land the School District currently owns off of Buckman Road for a period of 10 years to accommodate a new school for future growth in the area.

5. Management Framework

To ensure the Northwest Quadrant Master Plan project is executed as envisioned in the Master Plan and Design Standards document, a management framework is proposed to guide the development process, the project build-out, and the long-term maintenance and operations of the site. The primary responsibility of managing the Northwest Quadrant falls to the Master Developer, the City of Santa Fe and the Northwest Quadrant Homeowners Association (HOA).

Master Developer

The vision for the Northwest Quadrant as described in the Master Plan is to be executed and implemented by a Master Developer (MD) who may be For-Profit or Not-For-Profit.

It is the intention of the City of Santa Fe to issue a Request for Proposals (RFP) for a Master Developer (MD) and to subsequently select a MD and negotiate a contract which will outline all the terms and conditions of the relationship between the City and the MD. The primary duties and responsibilities of the MD include:

- Oversight and responsibility for all day to day operations, including cleaning and maintenance, to fully execute the Master Plan from the time an agreement has been executed with the City through full build-out;
- Oversight, responsibility and construction of spine infrastructure and related public improvements including pocket and neighborhood parks, community plaza, and finished buildout of the linear park;
- Obtaining financing necessary to complete the spine and public infrastructure required for this project;
- Creating and obtaining approvals of development plans for the entire project; including all variance requests as needed.

- Selection of individual residential builders who will construct and market individual homes in accordance with the master development plan. This will include selling parcels of land to individual builders (or companies);
- Conducting a market analysis to ensure that product delivered through this project meets changing consumer demands and is appropriately priced and designed;
- Establishing an overall marketing strategy for the Northwest Quadrant, including renaming the project, designing and developing all marketing materials, hiring staff who will assist in overall project marketing and hosting programs aimed toward community building, education, understanding and properly using water conservation measures, effective use of any PV or Passive Solar or related clean energy systems installed in the home and use of appropriate landscaping materials.
- Creation of an HOA including development of codes, covenants, and restrictions (CCRs).;
- In conjunction with a representative from the City of Santa Fe, selection of members of the NWQ-Design Review Committee;
- Oversight, responsibility and enforcement of Master Plan Design Standards in accordance with the functions of the NWQ-DRC for all builder plats and plans;
- Oversight and responsibility for entering into and maintaining all contracts from the property's inception to full build-out as needed;
- Responsibility for providing any and all information as requested by the Planning Department needed to evaluate project requests;

- Responsibility for providing any and all information as requested by the Housing and Community Development Department needed to evaluate project requests;
- Oversight and coordination of protection of Archaeological sites with SHPO and Tesuque Pueblo;
- Oversight and responsibility for maintaining open space until such time as it is turned over to the HOA or a Conservation Land Trust;
- Oversight and responsibility for achieving the highest level of sustainability and “greening” of the property as is possible;
- Identifying and applying for funds that will support the green building and affordable housing aspects of this project. This will include applying for foundation and governmental grants and low interest loans;

City of Santa Fe

The following responsibilities or services will be provided to the Northwest Quadrant from the City of Santa Fe:

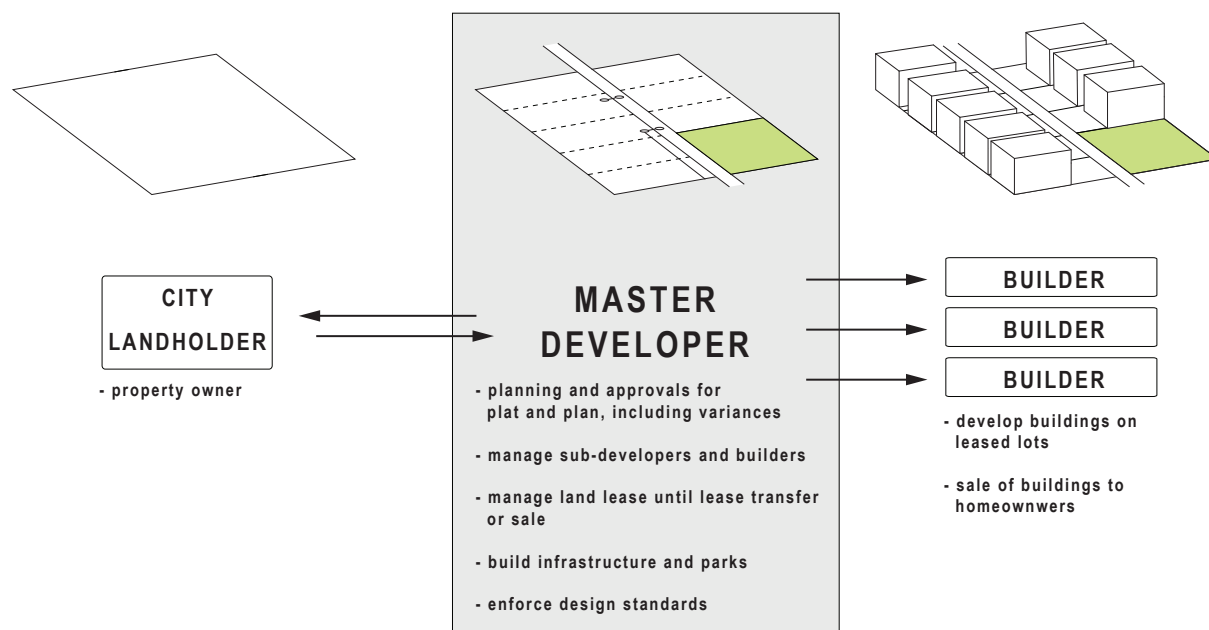
- Fire Protection;
- Police Protection;
- Utility Services (water, sewer, trash removal, recycling);
- Maintenance of streets and roadways;
- Maintenance of linear park on ridge;
- Public transportation (bus)
- Construction of new Fire Station
- Construction of portion of linear park

Homeowner’s Association

A Homeowners Association (HOA) will be formed at the outset of the project for all the neighborhoods within the development area. The HOA will ensure that the CCRs are enforced (*see Appendix for draft HOA documents*): The following responsibilities or services will be provided by the HOA after takeover from the MD and may be contracted to a third-party provider:

- Care and maintenance of pocket parks, neighborhood parks, and community plaza;
- Care, operation, maintenance, repair and replacement of lift station and appurtenances (lift station to be owned by the City of Santa Fe);
- Creation, care and maintenance of community gardens;
- Care and maintenance of remaining open spaces with oversight of Land Trust;
- Care and maintenance of street landscapes;
- Implementation of Neighborhood Bus Pass Program; and
- Programming, environmental education and stewardship activities for parks, open space, and archaeological easements.

Figure 3-10: MANAGEMENT FRAMEWORK



6. Phasing Framework

The intention is for each phase of the Northwest Quadrant to stand alone as a neighborhood and have a mix of uses.

Phase 1

Development

Phase 1 of the Northwest Quadrant includes the NE Neighborhood along Ridgetop Road, a transitional mixed use area along the ridge, the linear park and major trails. The neighborhood is medium to low density housing with a neighborhood park at its core. One site within the mixed use area has been identified as a future fire station to serve this part of Santa Fe. This phase will be accessed off of Ridgetop Road and will have a gated emergency access road that connects to Camino de los Montoyas.

Parcel ‘X’ in the Southwest Neighborhood is owned by Santa Fe Public Schools and could be developed any time independent of the remainder of the development. It can be accessed directly off of Camino de los Montoyas.

Infrastructure

Phase 1 water lines will connect to the existing water distribution system at Ridgetop Road and loop throughout the initial phase. As future phases are developed the 12” water line running through the site will ultimately connect to the 24” water line in Camino de Los Montoyas. SDCW will need to update the water system model to establish when this connection will be required. All of Phase 1 is located within Pressure Zone 2 of the SDCW water system.

The main sanitary sewer along the north boundary and lift station will be constructed in Phase 1. The lift station wet well should be sized for full buildout, but initial pumps that are installed should be sized to serve Phase 1 and possibly Phase 2. Pump selection should be based on initial cost, anticipated service life and estimated build out rate of the project.

Phase 2

Development

Phase 2 adds the Central Neighborhood, the ‘Main Street’ mixed-use neighborhood center, and a trailhead at Calle Mejia. The purpose is to continue to expand on the diversity of housing types and densities of the residential neighborhood areas and encourage development of mixed-use to create jobs and provide neighborhood services so residents can live and work in close proximity. This Phase will connect Ridgetop Road to Camino de los Montoyas.

Infrastructure

The Phase 2 development is located within Water Pressure Zones 2. and 3. Pressure reducing valves will be located to isolate the water distribution systems within each pressure zone.

Phase 3

Development

Phase 3 completes the community with the addition of the NW Neighborhood, Happy Valley, the transitional mixed use area north of the ridge, and continues build-out of the ‘Main Street’ neighborhood center area. A trailhead will be added along the trail system by NM 599.

The very low density residential parcels ‘Z’ can be developed at any phase as access is negotiated through developments to the east.

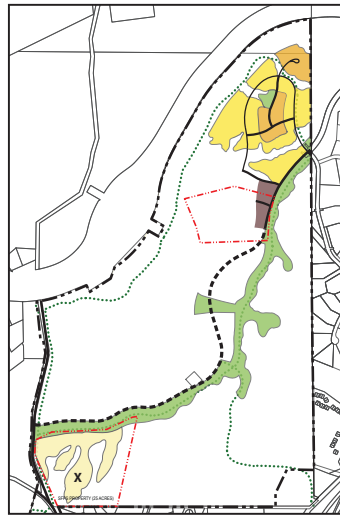
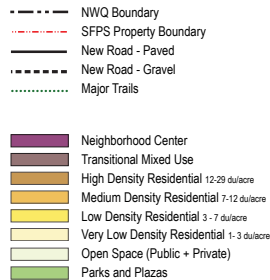
Infrastructure

All of Phase 3 is located within Water Pressure Zone 3.

The mixed-use area in Phase 3 north of the ridge will require a second lift station to the west of this area along Camino de los Montoyas. This system will connect north to the main lift station along NM599.

Figure 3-11: PHASING FRAMEWORK

PHASE 1



Phase 1

Phase 1 of the Northwest Quadrant includes the NE Neighborhood along Ridgetop Road, a transitional mixed use area along the ridge, the linear park and major trails. The neighborhood is medium to low density housing with a neighborhood park at its core. One site within the mixed use area has been identified as a future fire station to serve this part of Santa Fe. This phase will be accessed off of Ridgetop Road and will have a gated emergency access road that connects to Camino de los Montoyas.

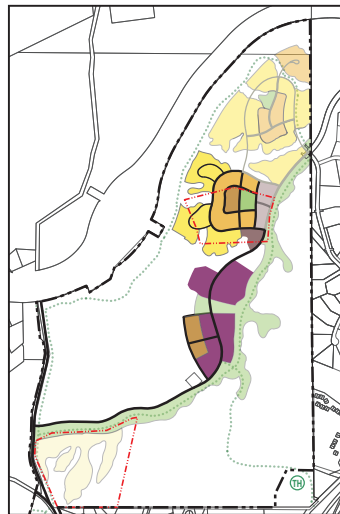
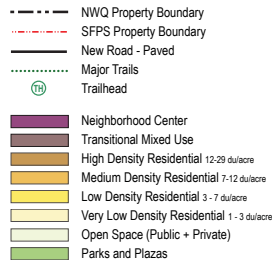
Parcel 'X' in the southwest part of the site is owned by Santa Fe Public Schools and could be developed at any time independent of the remainder of the development. This parcel can be accessed directly off of Camino de los Montoyas.

Description	Acreage	Dwelling Units	Square Feet	Dwelling Units/Acre
Neighborhood Center	0	0	0	0
Transitional Mixed Use	4.10	15	**	3.66
High Density Residential	0	0	-	-
Medium Density Residential	7.00	72	-	10.21
Low Density Residential	20.90	93	-	4.46
Very Low Density Residential	11.50	15	-	1.30
Parks and Plazas	26.00	-	-	-
TOTAL	69.50	195	**	2.80

X SFPS property - can be sold and developed at any time

** - Mixed-use commercial not to exceed a total of 70,000 sf (maximum 24,500 sf specialty retail) within Neighborhood Center and Transitional Mixed Use areas.

PHASE 2



Phase 2

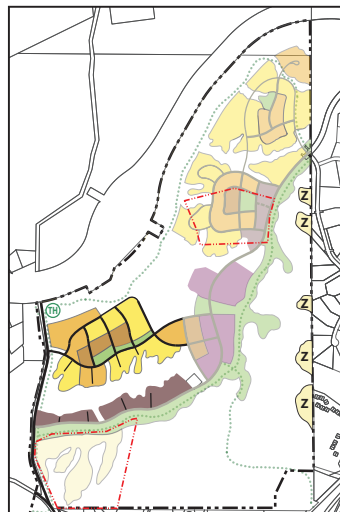
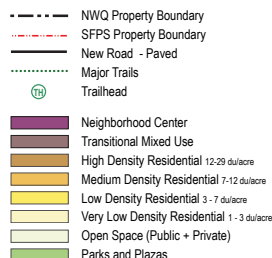
Phase 2 adds the Central Neighborhood and the 'Main Street' mixed-use neighborhood center. The purpose is to continue to expand on the diversity of housing types and densities of the residential neighborhood areas and encourage development of mixed-use to create jobs and provide neighborhood services so residents can live and work in close proximity. This Phase will connect Ridgetop Road to Camino de los Montoyas.

Description	Acreage	Dwelling Units	Square Feet	Dwelling Units/Acre
Neighborhood Center	10.50	85	40,000 sq.ft*	8.06
Transitional Mixed Use	0	0	**	0
High Density Residential	4.00	62	-	16.50
Medium Density Residential	6.70	70	-	10.90
Low Density Residential	11.10	60	-	5.41
Very Low Density Residential	0	0	-	-
Parks and Plazas	2.50	-	-	-
TOTAL	34.80	284	**	7.42

* - Total commercial square footage in SC-1 as allowed by PRC zoning.

** - Mixed-use commercial not to exceed a total of 70,000 sf (maximum 24,500 sf specialty retail) within Neighborhood Center and Transitional Mixed Use areas.

PHASE 3



Phase 3

Phase 3 completes the residential with the addition of the NW Neighborhood, and Happy Valley, the transitional mixed use area below the ridge, and continues build-out of the 'Main Street' neighborhood center area.

The very low density residential parcels 'Z' can be developed at any phase as access is negotiated through developments to the east.

Description	Acreage	Dwelling Units	Square Feet	Dwelling Units/Acre
Neighborhood Center	3.50	-	**	-
Transitional Mixed Use	9.00	75	**	8.35
High Density Residential	3.70	53	-	14.32
Medium Density Residential	9.70	95	-	9.83
Low Density Residential	13.40	75	-	5.59
Very Low Density Residential	6.20	5	-	0.81
Parks and Plazas	3.70	-	-	-
TOTAL	49.20	303	**	6.17

Z - can be developed at any time with access agreement from adjacent properties

** - Mixed-use commercial not to exceed a total of 70,000 sf (maximum 24,500 sf specialty retail) within Neighborhood Center and Transitional Mixed Use areas.

